fibre is very high in our country. This has led to smuggling in synthentic textiles, which is estimated at 2000 million metres valued at Rs. 3,500 crores.

Therefore, we should go into the question of the crisis in the DMT industry and connected issues. The question is, whether it is a fact that capital investment of Bombay Dyeing Unit originally estimated at Rs. 56 crores went up to Rs. 102 crores and there was escalation to the extent of 82 per cent. The plant was commissioned eight years late. The plant was a second-hand one, imported from the U.S.A. and had remained closed since 1965. The plant is very much under-utilised although it has a production capacity of 60,000 tonnes. All these factors have greatly added to the cost of production which is too high. Apart from this, there are complaints about the quality of the material. Moreover, it was brought to the notice of Parliament that the high cost of production of the Bombay Dyeing unit is connected with alleged overinvoicing by the plant. The Finance Ministry has carried out detailed investigations into this matter. The findings of this report should be made public now.

Apart from the private sector manipulations referred to above, the public sector unit at Bongaigaon known as BRPL with a licensed production capacity of 45,000 tonnes of DMT has mismanaged its affairs resulting in delay and high production cost. When the licence was issued, BRPL was supposed to consume 30,000 tonnes of DMT for its PSF plant and the rest 15,000 tonnes for sale. Unfortunately, the PSF plant has not commenced and, therefore, the total production of BRPL is in the market.

The most important point to bear in mind is the production cost of synthetic fibre which must discourage smuggling as well as encourage competition in the international market in the case of synthetic textiles. One must go deep into the problem of the price and the quality of basic raw materials like DMT and TPA. The Government of India have ordered a BICP enquiry into the cost of manufacture of DMT late in 1985 and the BICP has submitted its report in February, 1986. This report should be made public now. The question whether we should encourage the use of TPA as an alternative raw material for DMT should be decided sooner. DMT technology was developed in 1950 and TPA was introduced in 1965. The DMT technology has become outdated now. It is suggested by textile experts that to counteract smuggling and encourage competition in the international market, TPA should be given rational treatment because of the cheaper material and quality consideration.

Paraxylene and methanol are basic raw materials for the manufacture of DMT. Both these raw materials are imported and per tonne, 420 dollars in foreign exchange is spent. In the case of TPA, it is 650 dollars per tonne. But the difference in the rates of custom duty in the case of the above materials is very high. In the case of DMT materials, it is Rs. 7,800 per tonne while in the case of TPA, it is Rs. 15,250 per tonne, almost double. Thus, a TPA import of 50,000 tonnes per year, calculated roughly, bring in a revenue of Rs. 76 crores per year i.e., almost a capital investment of one DMT industrial unit. I request the Government to consider above facts and come out clearly with defined policies and facts so that industries connected with the production of polyster fibre and yarn, the condition of workers employed in this industry and the potential or actual export market do not suffer.

THE BUDGET (RAILWAYS), 1986-87—Contd.

DR. SHANTI G. PATEL (Maharashtra): Mr. Deputy Chairman, Sir, the Indian railways—I wonder why the Government is choosing to call it railways—is the largest in Asia, and the second largest under a single management in the whole world. It is the fourth largest i.e., we are to count in terms of the network which covers a country. It has a kilometreage of

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61,850 and employs about 18 lakh of workmen, carries about 9 million passengers per day and freight amounting to 750,000 MT per day. It is expected to play a very vital role in the economy of the country. It is the principal mode of transport in any country, and so is the case in India. It has to be a commercial enterprise but at the same time its main objective is to do the public utility service, carriage of passengers and freight from one place to another.

I am referring to all this because in spite of its gigantic nature and key position, what we find is that this railway is becoming sick day by day. It is a patient of long neglect. This can be easily seen if we refer to the state of affairs which exists at present.

As far as the primary thing to run a railway is concerned, you must have a proper state or track permanent way. But what we find is that 21000 kilometres of track is in a bad state. It needs to be repaired, because it has serious consequences. It does not merely reduce speed, but also leads to hazards and accidents, inconvenience to the passengers, and affects revenue. It has the worst possible effect in any transport industry and so is the case in this railways.

What do we find regarding bridges? There are 2700 bridges which need immediate attention or replacement. Regarding the rolling stock, the same sad story goes on. Coming to locos, about 300 of them are very old. About Coaches, the same thing, about 3000 coaches are unserviceable. Wagons' story is not different. There are nearly 50,000 of wagons which are outmoded, old and need to be replaced.

What is the position regarding the maintenance workshops which are required to look after those? They are very old. We find most of the 46 workshops belonging to the 19th century. While we are now trying to have a jump into the 21st century, we still have workshops of 19th century with 75 per cent of the machinery just not usable or not giving proper service. The same is the case about the production units about which a lot is being talked and which has also been referred to in the speech of the Railway Minister. There also 50 per cent machinery is out of date, just cannot give the desired results. Even the loco workshops at Chittaranjan and Varanasi cannot be put to 100 per cent use. There also short-falls.

This is the state of affairs which has come about after we got our independence. Let us look at the story of performance. I do not want to give all the statistics as to what has happened after the dawn of Indian independence, but I would certainly like to refer to what has happened during the Sixth Five Year Plan. There is the target of production of one lakh wagons, and what do we find? It is 73.000. This is the number of acquisition and the number of condemnation is 83,960. I am referring to the annual report which is circulated by the Railway Ministry to the Members for these statics. Locos—1,020 was the target, the performance is 927 and 1917 is the condemned part. Coaches—5680 was the target, 5326 is the achievement, and 5752 were to be condemned. Regarding EMUs, there is a little improvement, I must admit and I must say that whatever marginal improvement has been there from 606 to 707 is certainly welcome.

Before I come to track renewals, I would like to say that the whole performance has been very bad. As far as new lines are concerned, hardly a few hundred kilometers have been added. And if we take right from Independence, about 8000 kilometers have been added in the course of last 38 or 39 years. As I was referring to track renewals, there also, the performance is very poor—i.e., about 1900 per year. The target was 14,000 and the renewal that has taken place

is 9,540. The same thing in electrification which is very important. Unless we electrify our railways, we are not going to make any advance or help our economy, which is very important. And the progress in electrification during this 5 Year Plan has been also saddening and disappointing. 2800 kilometers was the target and the achievement is 1522 kilometers. The same is the case with freight traffic which has also fallen. Various reasons will be advanced as to why the freight traffic target has not been achieved. Again labour—the staff—was sought to be blamed by the Minister during his speech last year. I am happy he has not done so this year! There also, I would like to refer to one question: i.e. quarters. It is an important amenity. 18 lakh employees are there. In this context what we had, was 26,000 falling far short of the recruitment, and our performance has been 5000 p.a. As a result, only 30 per cent of persons are housed today. Even those who are on call duty—on 24-hours duty—only 30 per cent of those people are housed. I am referring to this pitcure as to what is the horrible state of affairs that we have at present in Railways.

Regarding track renewal, 21,000 kilometers, as I told you, still remain in arrears. Something is sought to be done during the Seventh Five Year Plan. In my opinion it is not going to cut much ice. I would respectfully submit, the most important thing that needs to be done, the highest priority that needs to be given, is about track renewal. Unless we create the infrastructure properly—and the railway itself is an infrastructure for the economy—it is not going to help. So it is really sad that the infrastructure of the infrastructure is in such a bad state of shape that it cannot help the economy which it is required to. Here, at the rate at which it is sought to be done, I will not be surprised if again at the end of the Seventh Plan we are left with another 21,000 kilometers of track which needs renewal.

These are facts which we have to face and we should try to see that these are remedied as early as possible.

As far as wagons are concerned, I have given the figure. But I would like to point out that there is lot of under-utilization of wagons. For the last year, there has been a certain improvement, but it is marginal. It is not what it should be. This improvement in utilization cannot gladden our hearts. On the contrary, the carrying capacity has gone down. It was 10.74 m. tons in 1977-78, it went up in 1981-82 to 10.92 m. tons. What do we find in 1984-85? There again it has fallen to 10.87 m. tons About wagons, Sir, the less we talk, the better it is. The designs, the types and the problem of boxes getting hot—all these are still haunting us. We are not out of it, though we have spent 39 years after independence.

We have the largest railway with which the Year Book starts to compliment the management saying that this is what we have are but, not what we should have been? We should have been the world leader as far is the Railway expansion is concerned, the railway management is concerned and the railway technology is concerned. We art just back. We are thinking of importing,—Our hon. Minister has made an announcement some time back that they are going to have negotiations with Japan and are trying to import have some technology. We are required even at present to import technology from another country, because we have not made the required advances in this particular sphere.

While on this point, I would like to say that we have an organisation called RDSO (Research, Designs and Standards Organization). Like track renewal it has also become old and outmoded. If you look to the perconnel, equipment and facilities whatever, you will find that everything is outmoded. It needs to be completely rewamped and then given the task of modernising our various equipments. Unless that is done, we should not feel satisfied.

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We are importing only six per cent of equipments or necessities we say how near we are self-sufficiency. But what is this performance? If you look three decades of its performance, you will find that advance is hardly 17 per cent from 23 per cent in 1959 to 6 per cent in 1984-85. This is not an achievement. If this is the achievement, this is something which should not gladden us, but it should make us sit up and ask ourselves about where we stand and what we propose to do in future.

Coming back to coach position, particularly the passenger coaches, the traffic has increased by 160 per cent since 1950-51 while the carrying capacity of the coaches has increased by 127 per cent, leading to more hardships. I am referring to this because the passengers are going to be given henceforth a secondary treatment. Now, it has been accepted as a planned objective. What is the planned objective? We will formulate our policy and take such actions so that the passengers are not given the priority that they deserve. We will make the travel so costly for them that they are not able to-move from place to place. The priority would be nothing else but freight. The same thing has been repeatedly said, unfortunately, in the Minister's speech itself. I think it is a wrong priority. We are doing nothing for the human-beings and the passengers. From sociological point of view, we should not do anything, which retards social mobility. If this country is really to integrate, we should encourage more and more mobility of people, going round the country from one State to another and from one metropolis to another. Instead of giving concessions to the people to travel more and more, I believe, anti-people policy is being followed.

When I say something critical it should not be taken to mean that I say this just because I belong to the Opposition. It is something to which the Railway Reforms Committee has come to conclusion, after deliberations for over three years. In the report No. 25, at page 157, para 9.4, it is stated and I quote:

"It is evident that efficiency performance of the Indian Railways is very low—very low in comparison with the systems abroad. Granting substantial difference in technology, this points to different levels of efficiency and productivity."

I have referred to this merely because this is the real disease. Uuless it is remedied in time, the Railways will go incurably sick. We have outlay of Rs. 8,000 crores, which at the present value, is about Rs. 40,000 crores. What is going to happen to this country if this sector becomes completely sick? That is the real worry and challenge that one young Minister should be faced with.

While referring to this, I would also like to cover some other aspects of this problem. As I told you earlier, our performance since Independence has been throughly disappointing. There are three aspects of the inefficient functioning which, in my opinion, deserve immediate attention. One, which I referred to renewal and replacement of track and rolling-stock; second accident prevention and safety measures and the third is technology gap or in whatever sphere we have been lagging behind. These are the matters which we have been neglecting all along.

The second challenge that is coming before us is the demand of the economy. It is estimated by various committees—whether it is Railway Reforms Committee or Railway Tariff Enquiry Committee or the National Transport Policy Committee that by 2000 A.D. our goods traffic is going to be developed to about 650 million tonnes and the passengers traffic is going to be developed to about 440 billion passengers. Unless we sit up with this objective before our eyes, I do not think, we will be able to do service to the country. We have to be ahead of demand. That is why it is necessary that these two challenges are faced properly so that we can deliver the goods.

Sir, coming to the Accident Enquiry Committees' recommendations, I am very sorry to say, that whenever an accident occurs and we raise questions in this House

and in the other House, the Minister, almost in tears, sympathises with whatever has happened and makes all sorts of promises. May I ask him only one question? I hope the Minister will answer it. How many reports of Accident, Enquiry Committees are there? What are their recommendations? How many of them have been implemented? Sir, the story, again and again, is of neglect. These recommendations have been allowed to go waste and remain on the shelves. Nothing has happened with regard to these recommendations except a very few. Just they are not being implemented.

Than electrification to which I made a reference. A little earlier, I am told if all our Railways are electrified, we can save upto Rs. 200 crores per annum. The Ministry of Railways is talking of constraint of resources, I know that they have a problem. I sympathise with them. But here is an avenue through which, if you can go fast enough, you can save money which will help Railways to a great extent .At present we have about 10 per cent of our Railways electrified. While other countries are far ahead. Take for example Switzerland which has electrified its Railways upto 99 per cent. I am not saying that we can achieve 99 per cent of electrification overnight. I do not have such dreams also. But certainly there should be some reasonable performance which is required to take our economy ahead. It is no use merely making speeches. Unless these are backed up with concrete actions in the field and particularly in the transport industry, these promises or speeches are not going to have any meaning.

The same experience also is in Signalling and Telecommunications. Sir, we are lagging so behind that our operational efficiency safety and speedy movements are all seriously affected. I know the promises made in the speech of the Railway Minister that he is gong to do this thing and that thing. But the same thing has been happening all along, without any result.

In this connection, I would like to refer to metropolitan transport. This is something which is very important. It has always been argued by the Ministry or the Minister that why should we subsidise the city commuter ? May I say in all humility and with all respect, that Bombay forms a important part of our national economy. I say about Bombay because I come from that place. You are not subsiding the Bombay commuter. That is my claim. Please imagine what happens if Bombay comes to a complete halt. Who is going to suffer? The national economy is going to suffer. The whole country is going to suffer.

What is the policy all over the world? The city transport is always subsidised. I may inform the Honourable Minister that in London the urban transport is subsidised to the extent of 75 per cent both capital and maintenance. This is something which has to be done. Even in the land of capitalism, that is, America, they provide subsidy to the urban commuters. This is not something new that you are doing in this country. This has to be done not because the commuter wants it, but the national economy demands it. That has to be done.

Sir, several schemes have been suggested for Bombay City. We have been asking for a small scheme that the Railways should connect Kurla with Bandra. Then, it will become a circular railway. The movement of passengers traffic will become easier.

The land is unoccupied. This land belongs to the Government. When all these facilities are there, nothing is happening.

There is a proposal for a third corridor which has been suggested by their own metropolitan Regional Group. This Group went into that problem. That proposal also has been shelved and nothing is happening.

At present there are proposals to connect Bandra with Andheri by putting some more additional lines and also connecting Mankurd with Belapur. But what is the provision made for these proposals? The provision is so meagre, I do not think that, during the tenure of the Honourable Minsiter, these projects are going to be completed. These are the projects which have to be done with speed, because people have to move from their residences to places of work. These projects are not for merry-making. These are essential for

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the people to do their work and to give proper productivity. The transport satisfaction has to be there. Otherwise the person who goes to his place of work cannot give his best, if he has to spend a lot of hours in travel, he will be idling away his time without giving that productivity which is necessary.

I may refer here also to the social costs in the context of our economy. The Railways require, and I support the Honourable Minister in this regard. I am sure. he must be pleading his case before the Cabinet, before the Government of India, and probably before the Prime Minister too, for payment of cost to carry certain commodities as concessional rates without going into the details, I would say that it is costing them Rs. 175 crores. There are certain special trains also in emergency situations. Some people have estimated total cost at about Rs. 800 crores. I do not find the exact estimate of this figure any where. But certainly it is a large sum. I see no reasons why the Government should not give this grant completely or equivalent to what has been spent in the form of social cost. This is not something which Railways are doing just for business. They are incurring losses. But this is something which is again done in every country of the world. Sir, in a country like U.K. they are giving about Rs. 1,350 crores towards social cost. This is something which is given in every country and the Railways in our country should be also given. That is where my sympathy lies with the Minister. I am sure the Minister is demanding this concession very vigorously. It should be backed up both in this House and in the other House so that this particular amount is made available.

Now coming to finances, I find, Sir, that lot of arrears of demurrage is being accumulated. Our returns are coming down to 3.3 per cent, which is nothing. If our economy has to go ahead this has to be pushed up. This brings me to the point of dividend. Why should we pay dividend when social costs are not given. I am one of those who believe that the Railways should not be asked to pay dividends till they are able to set the whole thing in proper shape. 6 to 6.5 per cent or otherwise has to be paid towards dividend as decided by the Railway Convention Committee from time to time. Then the third aspect of the finance is about long list of inventories which have been progressively increasing. May I invite.

MR. DEPUTY CHAIRMAN: Please note that only four minutes are left now for your party.

DR. SHANTI G. PATEL: Only four minutes for my party. But I am sure, Sir, I will have some more time for me.

Sir, I was referring to these inventories which have been going up. Now they have piled up to Rs. 462 crores in the year 1984-1985. I am just referring to one sphere where certain economy has to be done. Here you have locked up your money and you are not able to earn any thing on it. You are losing on this account and your losses are mounting. But so far nothing seems to have been done on this aspect.

Now, I would refer to certain projects which were uneconomic. Why a decision for metro underground railway was taken for Calcutta? It is the experience of the world over that it is a very expensive proposition. As a result, till now we are not able to complete this project, and the costs are mounting and people are dissatisfied. If you would have invested this amount in some other form of urban transport probably we could have got the dividends and the citizens of Calcutta benefited. The same is the story with regard to Delhi ring railway project. There is also the pet project of the previous Railway Minister—the Malda.

Here I would refer to some incidents where one has to give proper attention so that such wastage is avoided.

I refer in this conext to the question of land management. Why am I referring to this question? It is because this is leading to scandalous proportions. We have 8.30 lakhs hectares of surplus land. It is quite possible, if proper management is made, to generate quite a lot of money out of this. Again, Sir. there are arrears to the tune of Rs. 120 crores. In this very city

of Delhi, there are arrears from the man of the Coca-cola fame. I would request the honourable Minister to make a note of this and to tell me about this when he replies. I am saying this because my information is that they are in arrears to the tune of Rs. 1.25 crores. There a licence has been given in the name of M|s Oriental Buildings and Furnishings for an area of 2,743 sq. yds. in Connought Place. They have not been paying the amount. Why is this particular facility being given to this gentleman? May I know why this favour? This, again, is one thing from which we can get a substantial amount of money.

Coming to the question of fare increases, it has been said this increase is only modest. May I ask a question? Why do you tax persons who are travelling by the Second Class? I would have no objection if you would have raised the fare of the First Class by a hundred per cent; absolutely no objection. Again, I am one of those who believe, as Nehruji said, that the people should be encouraged to have 'Bharat Darshan' and the only way of encouraging is that the mode of travel should be made something which they can afford. **(Time Bell).** I will take only a few minutes more, Sir. Here again I would like to refer to the fact that these people are travelling to the extent of 53 per cent and the revenue that comes from the Second Class passengers is 97 per cent. They are only sought to be pressurised further and made to pay. I would still appeal: Withdraw the fare and surcharge increase on the Second Class Passengers, Mail or Express trains. This is how the people should be enabled to go from one place to another.

I was referring to the whole functioning, the whole working, of the Railways. As far as the management of the Railway is concerned, I would say that there are at present 9 Zones and I learn that there is a recommendation by the Railway Reforms Committee to add four more. But may I suggest that such a big management has to be decentralised and the whole emphasis must be on Division and the Area? Unless this is done along with the technological advancement, the fruits that we are expecting will not follow. So, it is necessary that we should have some changes in the administration, I would say that this should be in the form of decentralisation. I would plead, against what the Railway Reforms Committee is said to have recommended, that it has to be a department. If it is a corporation, accountability will be much more and there will be also autonomy which will automatically follow. It is not that the Government is giving autonomy to all the corporations. But I feel that the scope will be increased if this is done. Unless this is done, the efficiency which we are expecting would not follow.

Another aspect to which I would like to refer in this connection is the Indian Railways Act itself. I learn that it is 132 year old because it was inherited from the British. We have not seen any wisdom or need to change this even though 38 years have elapsed since we got Independence. The whole track network was constructed with a view to having quick military movements throughout the country. It was their idea, the idea of the Britishers, to have proper military movements. It was not their idea to increase commerce. That was only secondary. But the primary purpose was to have proper military movements. Now, Sir, this is something which needs to be changed and our whole approach has to undergo a complete change so that we can make real advance in all parts of the country, particularly backward areas.

I would finally refer to one aspect of it because this is something which I appreciate. I say this because the Minister, in his speech, has not given any excuses for his failures nor has he made any fall promises far the future this time. This is something which needs to be appreciated. But may I respectfully submit that this is not the only thing which is required, that this is just not enough? The twin challenges with which we are faced, as I said earlier, are, we have remove the backlog or neglect on one side and on the other, we have to prepare ourselves for the bigger tasks which are awaiting us as far as the future is concerned. Unless this is done with all promptness and urgency and all devotion, I don't think we will be able to turn the corner and prevent

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the railways from becoming permanently sick

SHRI NAND KISHORE BHATT (Madhya Pradesh): Mr. Deputy Chairman, I must congratulate the Transport Minister for presenting a very realistic budget of the Railways for the year 1986-87. It is heartening to note that what was uppermost in his mind in framing the Budget was the interest of the common man—a policy dictum of our dynamic Prime Minister according to which benefit to the common man is the hall-mark. The Budget has been debated exhaustively in both the Houses. So, while making my observations I will be as brief as possible.

The Indian Railways play a crucial role in the output of public sector units and in the national economy. Spread over the length and breadth of the country, the working of the railways is greatly determined by the socio-economic environment; they also provide a representative sample for study to draw appropriate lessons to make the public sector more efficient.

The operational performance of the railways in the first nine months gives a clear indication that the Railways will surpass the already optimistic target of 250 million tonnes of revenue earning traffic in the whole year.

Looking to the convenience of the travelling public, the Transport Minister must be congratulated for introduction of computerised railway reservation arrangements which, to a large extent, will help remove the malpractices that exist in the system, and will mitigate the inconvenience caused to the railway passengers at the time of booking and reservations.

It is also heartening to note that Railways have put their best foot forward in raising more than 50 per cent of their investment through internal resources. The Railwaymen deserve all the encouragement in their dedicated efforts towards this greater self-reliance. It is only proper that in recognition of their performance, the Transport Minister has doubled the provision for staff quarters and staff amenities. All the same there is the need for revision in staff-management relations and provision of technological leadership at workspots to generate required enthusiasm for higher productivity.

A more responsible approach towards utilisation of the Railways' costly assets requires a hard look at the ever increasing load of traffic which at present has gone up by 50 per cent since independence despite the proclaimed objective of spreading of industrial units. The oil consumption by rail in diesel traction is one sixth of that by road transport for the same output of the freight traffic. Road transport, instead of taking away long distance traffic from rail, should take on short distance traffic, and traffic into areas not served by rail, instead of the Railways having to do so, as at present at a much higher cost to the national economy. Road transport and rail transport are now departments of the same Ministry. Any wastage of rail transport has to be eliminated by linking of areas of surplus with deficit areas for various commodities, as has been done in the case of coal. No other movements should be permitted for such considerations as availability of storage facilities, pursuit of higher margins of profit and to cover up inadequate planning by departments of the Government controlling movements of fertilisers, foodgrains, cement, etc.

This is the first time in the history of Indian Railways that imposts have been made on passenger traffic unaccompanied by any imposts on goods traffic. Greater efficiency should eliminate the need for both, but if at all any imposts had to be made, these should have been on goods traffic.

1.00 P.M.

Freight is an insignificant constituent in the difference between the price at the source and destination, which is dependent primarily on market manipulations. The freight element can easily be absorbed by industry and blusiness, if accumulation of super-profits is rendered difficult. That 90 per cent of the passengers have been exempted from the passenger imposts is not saying much, as about 70 per cent of the passenger traffic is either suburban around big cities or short distance move-

ments of villages by ordinary trains. Both these categories should be spared, being the poorest urban and rural sections of the people. An extra charge on traffic in second class by mail and express trains will hurt the migratory labour from south to metropolitan cities and from U.P. and Bihar to Punjab and Haryana.

Sir, resource constraint is there and it is well appreciated. The Railway Reforms Committee has gone into this question and it has made a number of recommendations. Sir, in the Report of the Railway Reforms Committee submitted in February 1985, 2110 recommendations were made, and out of these 780 have been accepted; 126 have been turned down. The implementation of the recommendations which have been accepted is very slow. I would like to quote from page 24 of the Report:

> "The Railway Planning has not only suffered from a number of shortcomings inclusive of a lack of integrated approach on a systems basis, failure to provide for full replacement and failure to develop terminal capacity, but also from thoughtless pre-occupations with unnecessary projects. The entire planning efforts, therefore, needs to be revamped and reorganised in the manner outlined."

Sir, I congratulate the Transport Minister. He has admitted existing faults in the railway system, and he is trying to improve the system. I hope, planning will be given top priority, and this aspect will be taken care of. So far as research and development is concerned, it requires more attention. The performance so far has been far from satisfactory.

The Plan allocation has to be increased. In the first Plan it was 11.5 per cent, in the second 15.41 per cent, in the third it was 15.43 per cent, in the sixth Plan it was still less and in the seventh Plan the allocation is only 6.5 per cent. This is all the more necessary when the country is preparing to enter the 21st century.

Mr. Deputy Chairman, Sir, the condition of coaches and wagons is very deplorable. I congratulate the hon. Minister for having introduced a number of new trains and also long distance time has been reduced. All the same the condition of coaches is very bad. I know that it may be difficult to get new coaches. But certainly old coaches should be repaired so that when you are charging passengers by increasing the fare, at least they will have comfortable journey.

On the question of accidents, I do appreciate that the number is going down. But safety measures have to be given top priority.

Mr. Deputy Chairman, Sir, after having made all these observations, I would like to go back to the measures which concern my State, Madhya Pradesh. Sir, at the time of the reorganisation of the State, a positive recommendation was made that this State will be provided increased railway facilities and new lines will be introduced. Sir, our State Government has made certain demands for some connections in the State. There was a demand for having Lalitpur-Singrauli railway line which connects the heart of Madhya Pradesh. Similarly, there was a demand for Dalli-Rajhara railway line. This is a must in view of the fact that Bastar touches the border of Andhra Pradesh and there we have got huge deposits of iron ore and introduction of this line will facilitate the transport of iron ore to other areas. At present in absence of suggested railway line the progress is not at all satisfactory. Similarly, there is a recommendation and demand of the State Government for introducing Dalli-Rajhara railway line. In Madhya Pradesh Indore is our commercial capital and today most of the commercial transactions take place through road transport. There is a demand that it should be connection by rail. At present the traffic costs are very high. If Indore is connected with Dohad on the Western Railway, it reduces the distance considerably. So, the construction of Indore-Dohad branch line is very important for speedier development of the State. All these suggestions are there. I know that there are financial constraints. But considering the situaion in which we in Madhya Pradesh are placed, I would request the honourable Transport Minister

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to take into consideration all these suggestions.

Finally before concluding I have to compliment the Minister that for the punctuality of trains which has considerably increased and it is a matter of great satisfaction. But at the same time, on the question of catering I am sorry to say that though there have been assurances from time to time and the Minister is very keen that improvements should be made, but still the situaion is far from saisfactory. All the same, so far as the staff is concerned, credit should go to them that whenever approached by and large they try to meet our requirements. But then, I do not want any facilities offered to us alone as Members of Parliament. The facilities should be extended to all members of the travelling public, to the general public.

In regard to booking arrangement, while outward booking arrangements are being made, there is no arrangement for return booking. If I want to go to Bombay from here, I get my onward reservation all right but there is no assured facility for the return jouney booking. I would request the Minister to give a sympathetic consideration to this aspect.

The Malwa Express which has been introduced is now running thrice a week. There is a pressing demand that this Express be made daily. There is another track on which they could provide another Express train on Gunnah-Maksi section of the Western Railway so that it will be easy for the people or that side to reach Delhi quickly.

Lastly, considering the large size of the State and there is a demand for having one division in Zonal railway headquarters in Madhya Pradesh. There is a demand for making a division at Bhopal. The Bhopal divisional HQ issue seems to be in cold storage. We request the honourable Minister to expedite finalisation of the proposal.

SHRI K. VASUDEVA PANICKER (Orissa): Thank you for calling me. I am standing here to support the proposals made by the Transport Minister regarding the railway industry. I congratulate the Minister as well as the Government for the excellence as well as efficiency which has been shown in the railway-road industry. In this connection I am just remembering a book which I have read called "Atlas Shrugged". This is one of the famous novels written by Irn Rand. Although I don't agree with the philosophy of the book, I totally agree with the arguments in favour of the philosophy. The whole story of the book is connected with the railroad, how years back in the United States of America, the whole country had been connected with the railroad industry. She is talking about the efficiency. That is number one. No. 2. The excellence in performance. No. 3. The prevision of cheaper transport service. And No. 4. The higher profit motive. So, in this context, what I feel in terms of India is that the industry, the railroad industry in India, being the largest industry of this country and having taken the largest section of the people into the industry, has to be given more importance than what exactly has been given. Now, this industry is contributing 10 per cent to the total expenditure of the Government. There was a time when this industry was the major industry of India. And because other industries have also grown, this railroad industry could not grow with the same speed as it could happen. But I would request the hon. Minister as well as the Government to consider one thing. In 1917, Lanin said that electricity plus co-operative means Communism. I would like to make an amendment to the statement in terms of India. My statement is like this: Railroad plus coal is democratic socialist India, the India of Pandit Jawaharlal Nehru or, in other words, the Ramrajya of Mahatma Gandhi. What I want to stress is that railroad being the largest industry of this country has to be given more importance because this is the single largest unifying factor in terms of the national integration of India. That is number one. Secondly, this is the basis infrastructure of our developing country for providing a progressive and egalitarian economy. In this respect, we have to consider that railroad is serving the prime concern of Government of India. And I congratulate the Government and the Minister for the simple reason

that the Government has understood the importance of the railroad industry in India.

Now, I will come to certain points concerning how far the Government was successful in providing efficiency. I congratulate the Minister for providing excellent efficiency in the Department. Then I congratulate the Government and the Minister for the excellence of performance in the last year. And I wish the Government and also the Minister for a much better performance in the year to come and in the future also. And also we have to think about the resources that have to be drafted into the industry because we have got only 14 years more to complete the 20th century and run into the 21st century. For that purpose, wherever from cumute resources, please accumulate the and from whatever sources you can acresources, draw the resources into the industry, build up the industry and make a well-knit a well-developed infrastructure, because your railroad system in India has to be something like a network which run, cutting across the whole country threadbare and criss-cross. It should be like that. Now, one thing more. I will put my case very briefly and take only two minutes. I am arguing a case for my own State where from I am coming--Orissa. (*Interruption*) I am representing Orissa. (*Interruptions*)

MR. DEPUTY CHAIRMAN: I have seen him in Kerala.

SHRI R. RAMAKRISHNAN (Tamil Nadu): He represents Orissa.

SHRI JAGESH DESAI (Maharashtra): That is what he said.

SHRI K. VASUDEVA PANICKER: Orissa is a beautiful State. The people are beautiful. And the people are believing in peace and tranquility. But unfortunately, my State, despite the fact that it is having tremendous resources, is a backward State. If you propose to give buoyancy to my State in terms of development, then you have to augment my State with more adequate funds and forthrightly I should submit before this House that my State has not been properly treated.

AN HON. MEMBER: By a handsome Minister.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAV RAO SCINDIA): For new lines out of Rs. 100 crores, Rs. 22 crores have gone to Orissa.

SHRI R. RAMAKRISHNAN: Handsome is that handsome does.

SHRI K. VASUDEVA PANICKER: In this connection, Sir, I would like to submit some points for the consideration of the Minister. Firstly, there is the proposal of the construction of Talcher Sambalpur rail link, a distance of 172 kms. The work has started at both ends but unfortunately you have provided only Rs. 2 crores for this. We need more funds. The hon. Prime Minister was himself pleased to go and inaugurate and lay the foundation stone. I request the Minister to consider this question.

Secondly, there is the demand for a railway division at Sambalpur. Adequate funds should be provided for setting up this railway division. At the moment you have provided only a meagre amount. At least Rs. 3 crores more should be provided this year. I have got a personal request to my handsome Minister, Mr. Scindia, that he should go in April to Orissa for the Bhumi Pooja and I would also like to go along with him. (*Interruptions*).

Thirdly, there is the Jakhapura-Banaspani rail link, a distance of 179 kms. This year we have allotted only a very small amount for this project. This is a major project which will make a great change in the face of the whole State. I would like to draw your attention to a proposed which is with the Government under which the South Korean Government through Hindai Corp. will finance this project in return of the 400 million tonnes of iron ore, which

[Shri K. Vasudeva Panicker]

the Koreans want to buy. You can seriously consider this proposal. But anyhow you must do something for this rail link.

Fourthly, I come to the offices of Chief Engineers in Orissa. These Chief Engineers and other senior staff officers are having their headquarters at Waltair or Bilaspur or Calcutta. These have to be located in Orissa itself. Some of these offices are Talcher-Sambalpur link, Koraput-Rayagada link, Jakhapura Banaspani rail link, Macheswar railway workshop and Sambalpur division.

Fifthly, besides conducting the survey from Khurda Road to Bolangir the State Government have requested the Railway Ministry to sanction the following two more surveys, namely, Malkanagiri to Jaypore, and Bargarh to Raipur. The hon. Minister may please consider these.

Sixthly, there are two narrow gauge systems, namely, Rupsa-Bangriposi in the Mayurbhanj District and Nuapada-Tunupur in Ganjam district. After a survey, it was found to be financially not viable. At least, the present system should be strengthened sufficiently to increase speed, efficiency and utility of the line. *(Time Bell ring)*.

Seventhly, steps should be taken for the introduction of Mahanadi Express to connect Western Orissa with the State Capital, Bhubaneswar.

Eighthly, there should be a stoppage of Neelanchal Express at J.K. Road and Bhadrak. Neelanchal Express has been converted to a daily train with a view to providing direct and quick communication facilities to the people of this State all the way from Puri to New Delhi. Yet the said train is not halting at J.K. Road and Bhadrak although both are commercially important. I would request the Minister to please consider this.

Ninthly, Sir, I request for ths enhancement of the reservation quota from Bhubaneswar Station by 901 and 902 Vivekananda Express. There is need for one more coach, additional through coach and one A.C. coach between Bhubaneswar and Bombay by Konarak Express to cater to the requirements of large number of tourists, the passengers going to and from Orissa. There is also great need for introduction of a superfast express train between Bhubaneswar and Howrah during day time.

With these few words I congratulate the Railway Minister and give my support to the Government for taking more interest and also for giving more initiative to the industry so that this industry after 14 years will take the whole country to the 21st century where we are expecting a socialist democratic society where the poorest of the poor will find himself in a much better position.

श्री कैलाशपति मिश्र (बिहार) : माननीय उपसभापति महोदय, रेलवे रिफार्म्ज कमेटी की रिपोर्ट का पहले भी हवाला दिया गया है, इसलिये अब उसे पढ़कर समय बर्बाद नहीं करना चाहता । लेकिन जो अनुशंसाएं की गई हैं, वे मंत्रालय द्वारा कार्य में कहां लाई गईं यह कहीं दिखाई नहीं देता है । अनुशंसाओं में कई बिन्दुओं का उल्लेख है । पहला तो यही है कि रेलवे को काम करने के लिये जितना पैसा चाहिये उतना पैसा नहीं मिल रहा है । योजनाओं में जब पूरे प्लान का खर्च दिखाया गया है तो मेरी समझ में नहीं आता है कि जैसे-जैसे योजनायें आगे बढ़ रही हैं वैसे-वैसे खर्च कैसे नीचे चला जा रहा है ? पहली पंचवर्षीय योजना में 11.23 प्रतिशत आवंटन था वहां छठवीं पंचवर्षीय योजना में 5.23 प्रतिशत पर आवंटन आकर खड़ा हो गया और यह गिरावट दिन पर दिन आवश्यकता के विपरीत होती जा रही है । रिफार्म्ज कमेटियों ने कई सुझाव दिये हैं लेकिन लगता है कि गहराई से उन पर विचार नहीं हो रहा है । एक बात का और उल्लेख करना चाहता हूं और राज्य मंत्री महोदय बैठे हुये हैं, देश के अन्दर आज जो रेलें चल रही हैं उनमें काम करने वाले रेलवे इंजन 1985 के अन्त तक 5870 स्टीम इंजन काम कर रहे हैं, डीजल और बिजली दोनों मिलाकर यह संख्या 4158 पहुंचती है । हालत यह है कि 5870 स्टीम इंजन के ऊपर प्रतिवर्ष 300

करोड़ रुपये से ज्यादा खर्च हो रहा है और डीजल और बिजली के मिलाकर जो 4158 हैं इनके ऊपर डेढ़ सौ करोड़ से भी नीचे स्थापना व्यय है रनिंग एक्सपेंसेज हैं, एस्टैब्लिशमेंट एक्सपेंसेज हैं। इस लिये एक तो यह बात ध्यान में रखनी चाहिये थी। आखिर इस देश के अन्दर कोयले का सीमित भंडार है। आज कोयला निकाल और कल फिर कोयला पैदा हो गया ऐसे नहीं होता है। जो एक खनिज निधि सुरक्षित है अगर उसका ठीक ढंग से उपयोग नहीं किया तो ज्यादा नहीं तो 30-35 वर्षों के बाद देश एक विचित्र संकट में फंसने वाला है। एक और बात है : स्टीम इंजन 8—10 घंटे और ज्यादा से ज्यादा 12 घंटे चलने के बाद कहीं न कहीं खड़ा हो जाता है, रुक जाता है। दूसरी ओर एक डीजल इंजन को लगातार 6 दिनों तक चल लिये तो उसका कुछ नहीं बिगड़ता। सिर्फ 3—4 घंटे का विश्राम चाहिये। जो बिजली इंजन है वह एक महीने तक चल सकता है। उसके बाद 8 घंटे का विश्राम चाहिए। इन इंजनों पर प्रारम्भ में खर्चा कुछ अधिक है लेकिन एक बार चला देने बाद स्थापना व्यय काफी कम है। इसके लिये भारत सरकार और रेलवे मंत्रालय को एक निश्चित अवधि तय करनी चाहिये थी कि इसके बाद भारत की रेल की पटरियों पर भाप इंजन दिखाई नहीं पड़ेगा, स्टीम इंजन दिखाई नहीं पड़ेगा। एक दूसरी बहुत ही विचित्र कुव्यवस्था दिखाई दे रही है, टाइम-टेबल किसने बनाया है? क्या इस टाइम-टेबल में परिवर्तन नहीं हो सकता है? मैं चुनौती के साथ कहता हूं कि इस टाइम-टेबल में काफी परिवर्तन हो सकता है। लूज टाइम-टेबल यह बना हुआ है, डीजल-इंजन का पूरा उपयोग नहीं हो रहा है, इलेक्ट्रिक-इंजन का पूरा उपयोग नहीं हो रहा है। मैं छानबीन कर रहा था, इसी बीच में पता चला कि रेलवे-मंत्रालय में कोई योग्य आफीसर थे, मैं पूरा जानता नहीं, शायद मिस्टर देव कोई हैं, 1983-84 में जिन्होंने टाइम-टेबल बनाकर दिया है, जिसको छानबीन हुई है और काफी प्रशंसा हुई है। राज्य मंत्री महोदय से मैं आग्रह करूंगा कि आप उस टाइम-टेबल को दिखाएं, उसे खोजें, जो काफी मेहनत से बना हुआ है और उससे आमूल परिवर्तन की भी आवश्यकता है।

महोदय, इन बातों के बाद मुझे एक बात का गहरा दुख है। मैं जिस राज्य से आता हूं, बिहार से, लगता है कि रेलवे के भारत के नक्शे में बिहार कहीं दिखाई नहीं दे रहा है। कोई इस बारे में स्टेटिस्टिक्स बताने की ज्यादा आवश्यकता नहीं है। हरेक को मालूम है आबादी के नाते से बिहार देश का दूसरा राज्य है, उत्तर प्रदेश के बाद, जिसका दसवां हिस्सा आबादी का है। अभी तक आपने इसे रेलवे-पटल पर नहीं दिखाया है, उसको वहां दिखाया जाता है, पहले नम्बर पर उत्तर प्रदेश, फिर मध्य प्रदेश है, गुजरात है, राजस्थान है, मद्रास है, छठवें स्थान पर बिहार है। उसके बाद आज देश के अन्दर 9 क्षेत्रीय कार्यालय काम कर रहे हैं : दुर्भाग्य बिहार का यह है कि इतना बड़ा प्रदेश होने पर भी एक क्षेत्रीय कार्यालय नहीं है। फिर महोदय, दुर्दशा क्या हो रही है कि वर्षों से जो योजनायें स्वीकृत हैं, सर्वे हो चुके हैं और कहीं-कहीं तो शिलान्यास भी हो गया है। एक योजना की चर्चा करना चाहता हूं, किसी दूसरे से नहीं बल्कि स्वर्गीय श्रीमती इंदिरा गांधी, प्रधान मंत्री के हाथों से सन् 1973 में बगहा-छितौनी रेल पुल का उद्घाटन हुआ। आज भी जाकर आप देखिये, उसका क्या हाल दिखाई दे, रहा है। यह एक बहुत ही आवश्यक है बहुत ही महत्वपूर्ण है, उत्तर बिहार के पश्चिमी घाट और पूर्वी उत्तर प्रदेश को जोड़ने वाला वह एक ऐसा क्षेत्र है, अगर वह बन गया होता तो जो ब्लैक-स्पॉट आपरेशन की घटनायें हम सुनते हैं, उसकी जरूरत नहीं पड़ती। उस क्षेत्र का विकास हो जाता। हर साल टाला जा रहा है। मन्त्री महोदय, अब आप उत्तर-बिहार के दर्शन कीजिए। मेरी आप से प्रार्थना है कि एक बार आप उत्तर-बिहार की ओर चलिये। एक सीधी ब्राडगेज लाइन आपने चला दी सिवान्-छपरा-सोनपुर-बारौनी होकर बहिपुर यह लाइन चली जाती है। सारा उधर का उत्तर बिहार आज अगर राजधानी पटना पहुंचने के लिये पूछा जाए तो सहरसा में कुछ जिलों के नाम ले रहा हूं, मधुपुरा से क्या व्यवस्था है सहरसा से क्या व्यवस्था है दरभंगा से क्या व्यवस्था है, जयनगर और निरमली, यह जिले में नहीं है, यहां से

[श्री कैलाशपति मिश्र]

कैसे पहुंचेंगे ? मोतीहारी और बेतिया से कैसे पहुंचेंगे ? गोपालगंज से कैसे पहुंचेंगे ?

महोदय, आज बुरी अवस्था है, ब्राडगेज और मीटर गेज दोनों को मिलाकर घपला बन गया है। सारे उत्तर-बिहार के यात्री इतने दुखित, इतने परेशान हैं, अगर सड़कों पर बसें नहीं होतीं, तो अपनी राजधानी पटना से पहुंच ही नहीं सकते थे। आपने उसका ध्यान नहीं रखा है। अब स्वीकृत योजनायें लीजिये। पटना-गया बहुत ही महत्वपूर्ण लाइन है, डबल ब्राडगेज लाइन के लिये लिख कर देते हैं हम लोग, कंसल्टेंट व कंटेंटी में भी उठाते हैं, उत्तर मिल जाता है कि सर्वे पूरा हो रहा है या कभी-कभी उत्तर मिलता है कि सर्वे पूरा हो गया है, फण्ड की अवेलेबिलिटी हो तो वह बन जाएगा। आप पटना-गया डबल लाइन नहीं कर पा रहे हैं, इस रास्ते से हजारों नहीं, कभी-कभी लाखों यात्री आते-जाते हैं। यहां पाटलीपुत्र है, वहां गया है और ये भारत का एक बड़ा तीर्थ-स्थान है। लेकिन यहां पहुंचने के लिये दिक्कत होती है, समय अधिक लगता है और आप इसको नहीं कर पा रहे हैं। दरभंगा-समस्तीपुर लाइन को मीटरगेज से ब्रोडगेज करने के लिये स्व० ललित नारायण मिश्र, रेलवे मिनिस्टर, ने शिलान्यास किया। वह चले गये तो दूसरे रेलवे मंत्री श्री के केदार पांडे, उन्होंने दोबारा शिलान्यास किया। आज उस क्षेत्र में आन्दोलन पर आन्दोलन चल रहा है, अभी तक दोहरी लाइन की व्यवस्था नहीं हो रही है। इसी क्षेत्र में, जहां नेपाल सीमा से जुड़ा हुआ है, हाजीपुर-सकरी रेलवे लाइन का विस्तार स्वीकृत योजना है, लेकिन वह खटाई में पड़ी हुई है। उसका उल्लेख तक नहीं किया गया है।

MR. DEPUTY CHAIRMAN: This Party has 14 minutes more. If the House agrees, he can continue and then we can adjourn for lunch.

श्री कैलाशपति मिश्र : पटना बिहार की राजधानी है, तीन लाख ऐसे यात्री हैं जो लगभग 100 किलोमीटर से प्रतिदिन पटना पहुंचते हैं और पटना से जाते हैं। कालेजेज हैं, इंडस्ट्रीज हैं, सचिवालय है। हालत यह है कि उन यात्रियों के आने-जाने के लिये लोकल ट्रेन्स का कोई व्यवस्था नहीं है। परिणाम यह है कि तिनसुखिया मेल चलत है, मगध एक्सप्रेस चलत है तो बड़ा भीड़ टूटत है, दूसर व्यवस्था नहीं है। चाहे एयर कंडीशन्ड हो, चाहे फर्स्ट क्लास, पैसिंजर घुस जाते हैं। कभी-कभी हम लोग भी उस डिब्बे में बैठे रहते हैं, सुन कर भीतर से ग्लानि होत है कि इस बिहार से हम पैदा हुये हैं और बिहार के नाम पर सारे भारत के यात्री गाल दे रहे है। आप कोई ऐसे व्यवस्था करें कि बक्सर से पटना, मुकामा से पटना, गया से पटना गाड़ चलायें जिससे कालेज के विद्यार्थी, मजदूर, सरकारी कर्मचारी, लेक्चरर समय पर पहुंच सकें। एक दिन अचानक बिहार के ट्रांसपोर्ट कमिश्नर का स्टेटमेंट देखा कि केन्द्र सरकार के रेलवे मंत्रालय ने स्वीकार कर लिया है कि रांची से गिरिडीह रेलवे की पटरी बिछाई जायेगी जो हजारीबाग और कोडरमा को छू कर जाएगी। महोदय, यह ऐसा क्षेत्र है जहां खनिज का भंडार भरा हुआ है। रेलवे बजट का पोथा उठा कर मैं देख गया हूं, वहीं कुछ उल्लेख योजना का नहीं है। धनबाद, जमशेदपुर है जहां कोयले और लोहे का भंडार पड़ा हुआ है। जमशेदपुर से धनबाद आप रेलवे से नहीं जा सकते, धनबाद से रांची नहीं पहुंच सकते। क्या तमाशा है ? जमशेदपुर से रांची, डाल्टनगंज से जाना चाहें तो पहुंच नहीं सकते।

कुछ गाड़ियां जो पटना से चलती हैं, पटना से डाल्टनगंज, पटना से रांची, पटना से धनबाद, पटना से जमशेदपुर उनकी कंडीशन ऐसी है कि फर्स्ट क्लास के डिब्बे में ऊपर से पानी गिरता रहेगा, शौचालय की कोई व्यवस्था नहीं है, लाइट की कोई व्यवस्था नहीं है। बार-बार वहां के औद्योगिक क्षेत्र में लगे हुये सम्भ्रांत नागरिक मांग करते आ रहे हैं कि और कुछ नहीं कर सकते तो ए०सी० टू-टायर का एक-एक डिब्बा पटना से धनबाद, पटना से जमशेदपुर, पटना से डाल्टनगंज, पटना से रांची लगायें। आप टैक्स बढ़ाते जा रहे हैं, किराया बढ़ाते जा रहे हैं, बोझा आम आदमियों पर बढ़ता जा रहा है। मैं नहीं जानता पूर भारत में

आप क्या परिवर्तन कर रहे हैं, लेकिन भूलिए मत हिन्दुस्तान के नक्शे में केवल बम्बई और भोपाल नहीं है, देश पव मिला कर दीखता है और उसी देश के अन्दर बिहार नाम का भी राज्य है जिसकी अठारह करोड़ देश की आबादी को एक बट दस है ।

साहबगंज नाम का एक रेलवे स्टेशन है । वास्तव में डिविजनल सेंटर के रूप में वह है । लेकिन एक बात समझ में नहीं आती कि जब कभी जो रेल मंत्री बनता है उसको पूरा देश नहीं दिखाई देता । उसका घर उसको दिखता रहता है और उसको उसका केवल चुनाव क्षेत्र दिखाई देता है । मालदा डिवीजन बने इसमें हमको कोई आपत्ति नहीं, लेकिन मालदा को डवलप करने के लिये साहबगंज को बर्बाद कर दिया जाये यह बात मेरी समझ में नहीं आती । वहां दो-दो रेलवे अस्पताल हैं । वहां 250 कर्मचारियों के लिये रेलवे के क्वार्टर हैं और हो यह रहा है कि हर 15 दिन के बाद वहां से रेलवे दफ्तर का एक टुकड़ा चला जाता है । और कर्मचारियों के एक झुंड को कह दिया जाता है कि मालदा जाना है मैंने मंत्रालय से पूछा तो एक बार तो उत्तर दे दिया गया कि कोई परिवर्तन नहीं हुआ है । दूसरी बार जब मैंने आंकड़े रखकर फिर पत्र लिखा तो उत्तर आता है कि रेलवे को कभी कभी ऐसी व्यवस्था करनी पड़ती है । यह क्या तमाशा है । मैं कह देना चाहता हूं कि बहुत उग्रता हम नहीं खड़ी करना चाहते लेकिन सवा तीन करोड़ उत्तर बिहार के निवासी और पूरे बिहार के निवासी रेलवे की इस उपेक्षापूर्ण नीति के कारण उग्र होते जा रहे हैं और किसी दिन भी बिहार में इसके विरुद्ध विस्फोट हो सकता है । अगर उचित, आवश्यक और उसके हिस्से के अनुसार बिहार में ट्रेनों का विस्तार नहीं हुआ और क्षेत्री कार्यालय नहीं खुले और वहां के लोगों के आने जाने की सुविधा के लिये रेलवे नहीं चलायी गयी तो यह हो सकता है । ऐसा न हुआ तो एक दिन बिहार में ऐसा आन्दोलन छिड़ जायेगा कि न तो आप एक कोयले का टुकड़ा ले कर बाहर निकल सकते हैं और न अभ्रक न मैग्नीज़ नियम और न माइका लेकर वहां से आ सकते हैं और आप समझ लीजिए कि फिर हिन्दुस्तान के कल कारखानों का और यहां के आर्थिक विकास का क्या होगा । मैं फिर दोहराना चाहता हूं कि यह जो उपेक्षा बिहार के साथ की गयी है उस को समाप्त करने के लिये आप आवश्यक कदम उठायें और मेरा आग्रह है कि संपूर्ण भारत में जितना रेलवे का विकास हुआ है उस के अंश में आप देखें कि बिहार का कितना विकास हुआ है और उसकी आवश्यकता कितनी है । आप इसकी जांच कराइये और आप इसके लिये कोई एक कमेटी गठित कीजिए और अगर बिहार का कोई प्रभावी मंत्री केन्द्र में नहीं है तो इसका अर्थ यह नहीं है कि देश का इतना बड़ा भू-भाग पूरी तरह से उपेक्षित रहे । और मैं कहना चाहता हूं कि आज वह सब प्रकार से उपेक्षित दिखाई देता है । रेलवे में आप सुधार कर रहे हैं और आप कर बढ़ाने के लिए कुछ न कुछ तर्क देते चले जा रहे हैं । अब इस समय मैं उसकी चर्चा नहीं करना चाहता क्योंकि विरोध करने का कोई अर्थ नहीं है लेकिन मैं चाहता हूं कि आप स्टीम इंजन्स को पूर्ण रूप से बदल दीजिए । अपने टाइम टेबिल्स में सुधार करिये और रेलवे की व्यवस्था में सुधार करिये ।

एक विशेष बात की ओर मैं और संकेत करना चाहता हूं । यह कहा जाता है कि भ्रष्टाचार प्रशासन का एक अंग बन गया है । वह घुसते घुसते कहां चला गया है इस की कोई सीमा नहीं दिखाई देती, लेकिन अगर सुधार करना है तो आप को उसके लिये कुछ कठोर कदम उठाने पड़ेंगे । लेकिन यह कठोर कदम नीचे से शुरू नहीं होंगे, ऊपर से शुरू होंगे । अगर वहां से उदाहरण शुरू हुआ तो नीचे तक उस का असर होना आवश्यक होगा । हमारे राज्य मंत्री जी बैठे हैं । वह मेरी बात का बुरा न मानें, मैं कोई आक्षेप नहीं करना चाहता, लेकिन मेरे पास एक घटना की चर्चा आयी है । अगर वह गलत हो तो राज्य मंत्री जी उसकी चर्चा कर के उसे संशोधित कर दें । और यह इस लिये

[श्री कलाश पति मिश्र]

कहना पड़ता है कि दुर्भाग्य से उन्हीं का नाम उसमें जुड गया है। ग्वालियर रेलवे स्टेशन से सिंधिया भवन तक एक रेलवे लाइन बिछाई गयी थी 1925 या 1923 में। बाद में जब सारे राज्य समाप्त हुए, राज्य की सम्पति सरकार में चली गयी रेलवे ने समझा कि यह रेल लाइन हमारी संपत्ति है। धंधा चलता रहा। आज जो राज्य मंत्री हैं उनके मस्तिष्क में था कि यह उनकी पटरी है। उन्होंने 3900 फीट की वह रेल की पटरी शायद अपनी मानकर किसी एक अपने मित्र की मात्र 21 हजार रुपए लेकर बेच दी। रेलवे ने सोचा कि हमारी है, हमारी सम्पत्ति बेची गई। वह थाने में गए। मैं कोई न्यायाधीश नहीं हूं, मैं कोई निर्णय देने के लिये तैयार नहीं हूं कि वह रेलवे की सम्पति है या किसी और की है। लेकिन वह केस चलता रहा। इस केस का समझौता कब हुआ? जब माधवराव जी सिंधिया रेल मंत्री मंत्रालय में राज्य मंत्री के नाते काम करने लगे। मुझे लगता है कि यह ठीक नहीं है। आपका विभाग नहीं रहता, आप इस विभाग के राज्य मंत्री नहीं रहते, कोई और सरकार समझौता कर लेती तो कोई बात नहीं थी। लेकिन यह आक्षेप लग रहा है। मुझे दुख है, मैं आक्षेप नहीं लगाना चाहता हू, लेकिन आग्रह करुगा कि अपने उत्तर में वह इस मामले का सन्तोषजनक उत्तर देंगे तो मुझ बड़ी प्रसन्नता होगी। धन्यवाद।

MR. DEPUTY-CHAIRMAN: The House stands adjourned till 2.30 p.m.

The House adjourned for Lunch at forty two minutes past One of the Clock.

The House reassembled, after lunch, at thirty minutes past two of the clock, **Mr. Chairman in the Chair.**

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL) FOR THE YEAR 1985-86 (MARCH, 1986)

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHAN POOJARI): Mr. Chairman, I beg to lay on the Table a statement (in English and Hindi) showing Supplementary Demands for Grants (General) for the year 1985-86 (March, 1986). [Placed in Library. *See* No. *Lt*-2193/86]

STATEMENT BY MINISTER

Re. Developments that took place in Jammu and Kashmir on 7th March 1986

SHRI LAL K. ADVANI (Madhya Pradesh): Mr. Chairman, on a point of order. The Minister of Defence... (interruption) The Minister of Human Resource Development—I have been trying to think that so far as the subjects is concerned, it relates to Home, but so far as Mr. Narasimha Rao is concerned, he is getting attached to the image of Defence and the fact is that he is a Minister of Human Resource Development—is about to make a statement. I would like to know and I would like to have your ruling whether in a case of this kind it is not the duty of the Government to come before the House at the earliest and tell us what is happening. I would like to know whether this delay that has taken place is pardonable, because, after all, a constitutional crisis in Jammu and Kashmir warranting either Governor's rule or President's rule became evident the moment the Congress Party decided to withdraw their support from the G.M. Shah Government, and that was late on Thursday night. It was communicated to the Governor there; it came to be known to the Central Government here and on the basis of which obviously the Governor. . . .

MR. CHAIRMAN: Mr. Advani. I will give you time when you can ask for clarifications.

SHRI LAL K. ADVANI: No. Clarification would come on the basis of the statement where as this is a matter in which if you rule something. . . .